

INFORMATION REPORT

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SUBJECT Electrification of Railroad Lines in Central Germany

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It was suggested that the following railroad lines be electrified:

- (1) Halle - Magdeburg
- (2) Halle - Leipzig, with the northern section of the Leipzig Freight Ring
- (3) Leipzig - Werdau - Chemnitz - Dresden
Reichenbach
- (4) Goessnitz - Schoenboernchen
- (5) Neukieritzsch - Geithain - Chemnitz
- (6) Southern section of the Leipzig Freight Ring
- (7) Halle - Grosskorbetha - Weissenfels
Leipzig
- (8) Weissenfels - Erfurt
- (9) Leipzig - Bitterfeld - Magdeburg
- (10) Halle - Bitterfeld
- (11) Erfurt - Sangerhausen - Schoenebeck
- (12) Blankenheim - Halle
- (13) Roeblingen - Querfurt - Merseburg
- (14) Erfurt - Eisenach
- (15) Bad Koesen - Probstzella

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The electrification of the Leipzig - Halle - Merseburg railroad line (items 1 and 2) was already included in the railroad electrification program. There was discussion whether the electrification of the Leipzig - Werdau - Chemnitz - Dresden railroad line (item 3) should not be postponed in favor of an earlier electrification of the Leipzig - Erfurt railroad line. The electrification of both lines was supported by good reasons. However, no definite decision was made.

The electrification of the Goessnitz - Schoenboernchen railroad line (item 4) was not believed to be urgent; nevertheless the line was included in the list of railroad lines scheduled to be electrified.

The electrification of the Neukieritzsch - Chemnitz railroad line (item 5) was proposed in view of the relatively heavy freight traffic and the heavy passenger traffic of generally

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employed persons on this line.

The electrification of the southern section of the Leipzig Freight Ring (item 6) was believed to be indispensable in connection with the electrification of the Neukieritzsch - Chemnitz railroad line.

No definite decision was made regarding the electrification of the Halle - Gross-Leipzig - Weissenfels railroad line (item 7). Because of the heavy passenger

traffic between Grosskorbetha on the one hand, and Halle and Leipzig on the other, this line section was to be given priority in the electrification program. The line is to be extended as far as Weissenfels for technical reasons.

Heavy traffic on the Weissenfels - Erfurt line (item 8), which handles upward of 100 trains per day, was the reason that a speedy electrification of this line was generally suggested. However, no definite decision was made.

The electrification of the Leipzig - Bitterfeld - Magdeburg railroad line (item 9) was considered desirable in view of the fact that the Leipzig railroad repair shop should be able to electrify the railroad network as soon as possible.

The Leipzig - Bitterfeld railroad line (item 10) was considered to be important during the war. The electrification of the line was to be included in the electrification plan.

The Erfurt - Sangerhausen railroad line (item 11) has always been single-track. Because of structural changes in the economy of central Germany after 1945, the importance of this line increased considerably. The electrification of this line, therefore, appeared advisable, particularly because electrification would make it unnecessary to build a second track between Erfurt and Sangerhausen.²

The Sangerhausen - Blankenheim - Halle railroad line (item 12) is used for heavy potash shipments and for gypsum shipments to the Leuna Works. The electrification of this line, therefore, appeared advantageous.

The same applies to the Roeblingen - Querfurt - Merseburg line (item 13), the importance of which increased by the expansion of brown coal mining activities in the Geiselatal Valley.

The electrification of the Erfurt - Eisenach and the Bad Koesen - Propstzeila lines (items 14 and 15) was suggested previously. The electrification of these lines did not appear particularly urgent.

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The Main Administration for Locomotives suggested that the Neudietendorf - Oberhof - Meiningen line be included in the list of railroad lines scheduled to be electrified. Reports of the Main Administration stated that steam operations on this mountainous line which has a tunnel 3 km long had proved to be uneconomical and partly dangerous.³ The proposal was accepted. The problem what type of wire was to be used for electrified lines was discussed in detail. One Scigalla pointed out that the experiences with Stalu-type trolley wire were very satisfactory and encouraging. Special tests made with this type of trolley wire after 1945 had had the same results. In this connection reference was made to favorable experiences in Poland with this type of wire. The East German Ministry of Railroads, therefore, resolved to utilize Stalu-type trolley wire for the electrification of the Halle - Magdeburg railroad line.⁴

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The following resolutions were taken regarding the electrification of railroad lines:

- a. Leipzig - Halle - Magdeburg railroad line. Work on the electrification of the line has already been started. The installation of automatic interlocking devices is not provided for in the second Five-Year Plan.
- b. Leipzig - Werdau - Chemnitz - Dresden railroad line. This line is scheduled to be electrified between 1956 and 1959. Electric operations on the Leipzig - Altenburg section are to be started in September 1957.
- c. Leipzig - Bitterfeld - Magdeburg railroad line. This line is scheduled to be electrified in 1960 and 1961. Electric operations on the Leipzig - Dessau line section are scheduled to be started in 1960. Checks were to be made whether the network of cables available on this line was still usable. The Bitterfeld - Dessau railroad line was the first line to be electrified in central Germany.
- d. Halle - Grossheringen railroad line. This line is to be electrified in 1962. Cables for telephone connections on this line have already been laid.

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- e. Grossheringen - Erfurt railroad line. This line is scheduled to be electrified in 1962. Cables for telephone connections on this line have already been laid.
- f. Erfurt - Sangerhausen - Schoenbeck railroad line. This line is scheduled to be electrified in 1962 and 1963. Cables for telephone connections on this line will have to be laid throughout its length.
- g. Bad Koesen - Jena - Probstzella railroad line. This line is scheduled to be electrified in 1964.
- h. Erfurt - Eisenach railroad line. This line is scheduled to be electrified in 1964. Cables for telephone connections on this line have already been laid.

A definite decision on the sequence of electrification work was made only after completion of the prospective electrification plan.

- 25X1 1. Comment. Only railroad lines items Nos 4, 5, 10, 12 and 13 had not been included in the original electrification plan. 25X1
- 25X1 2. Comment. The Erfurt - Soemmerda and the Bretleben - Artern sections of the line mentioned were previously double-track. The second track was dismantled by the Soviets. 25X1
- 25X1 3. Comment. The Neudietendorf - Arnstadt - Suhl - Meiningen railroad line was previously double-track; the line crosses the Thueringer Wald mountain range. The tunnel mentioned is between Gehlberg and Oberhof and has a length of 3,030 meters.
- 25X1 4. Comment. Copper is in short supply in East Germany. For this reason, experiments have been made with the utilization of an aluminum alloy for over-head trolley wire lines. The Stalu-type trolley wire was developed in this connection. No over-head telephone lines are feasible along electrified railroad lines. Underground telephone lines must be laid along such lines.

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